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THIS IS UNEVALUATED INFORMATION

1. Location and plant layout: See Annex.
2. Czech designation of the Walter Plant in PRAGUE-JINONICE:
"LST, narodni podnik - Zavod Jana Svermy - vyroba leteckych motoru a vrtuli PRAGA-JINONICE".
It was part of the Letecke zavody whose name was recently changed to n.p. "LST". The bulk of the Czech aircraft industrial plants was combined in this organization.
3. The Walter Plant, manufacturing aircraft engines, propellers and aircraft equipment, represents one of the most important Czech aircraft plants. If this plant were eliminated, the whole Czech production would be seriously hampered. The plant originated from the former Walter automobile factory, was expanded during the war and did not suffer any damage. It was nationalized in 1945.

• Management:

- a. Manager: NOVOJNY, 45
- b. Planning section: Manager FRIEDRICH, 50
- c. Head of bookkeeping: Mr. RABOCH
- d. Head of personnel section: Karel KINKOR, 25
- e. Members of the workers' council:
Karel ABRAHAM, Adolf MANEK, Vaclav VETROVEC
- f. Chairman of the factory labor union group:
Vaclav MIKULA, 45

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☐ No Change In Class.
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CENTRAL INTELLIGENCE AGENCY

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g. A special MNO section (acceptance and check), where six to eight officers did permanent service, was detailed to the management.

h. Sometimes even foreign officers visited the factory such as a major of the Yugoslav air force in the summer of 1948 and a high-ranking political officer in August 1948.

5. Work Force:

A total of about 2,000 to 2,500 working one shift, sometimes two shifts, a day, six days a week.

6. Production:

a. Raw material was supplied as follows:

Crude steel and semi-finished steel products from KLADNO (POLDIHUETTE), WITKOWITZ, and TRINSC, sheet metals in general from LISKOVEC near FRIEDEK (BANSKA A HUTNI) and KLADNO, non-ferrous metals by the Ceske valcovny kova which also supplied part of the light metals. However, the bulk of the light metal castings was made of scrap aluminum in the factory-owned foundry.

b. Aircraft engines of the Walter-Minor type, 4-III, four cylinders, maximum revolution rate 3,000, 110 HP.- Rate of production about 50 engines a month. The engines were usually shipped to the Dimitroff factory in CAKOVICE.

c. Aircraft engines of the Walter-Mikron type, 6-III, six cylinders, maximum revolution rate 3,000, 160 HP.- Rate of production about 70 engines a month. The engines were generally shipped to the Avia factory in LETNANY. They allegedly were (according to a note published in the factory newspaper) to be installed in the all-metal sporting Aero 48 aircraft

d. Two-bladed all-metal propellers and three-bladed wooden propellers with duralumin coating. The two-bladed ones were shipped to the Avia factory in LETNANY. No details available on production rate.

e. Diesel tractor engines. Their production is being started; the first series of 30 engines was finished in September 1948. A new tractor type of the OKD was said to be equipped with this engine.

f. Aero-Minor passenger cars, equipped with a two-stroke engine of the two-cylinder system, were manufactured and finished in the plant. the annual output amounted to about 1,500 cars. It was planned to increase the yearly output to 4,000 in the course of the five years' plan.

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CENTRAL INTELLIGENCE AGENCY [REDACTED]

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25X1 S. [REDACTED] information on the
 25X1 production of jet fighter engines. According to [REDACTED]
 [REDACTED] an announcement published in the
 factory paper about June 1943 saying that the proto-
 type of a jet fighter, the duplicate of a German type,
 was manufactured at the (via-Jakovice and reached a
 speed of about 590 miles an hour on its test flight.
 The engine was said to be driven by a special gasoline.

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7. Current was supplied from outside and partially generated
 by a small factory-owned power plant. Steam was supplied
 from the factory-owned boilerhouse.

25X1 8. Considering the survey work already finished, [REDACTED]
 [REDACTED] the west wing of the plant was to be
 greatly expanded in the near future. The survey work
 affected the area between the west fence and the railroad
 line farther west of the fence.

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25X1 [REDACTED] Comment:

1. The former Walter Plant in PRAGUE-JINONICE in pre-war
 wartime belonged to the Czech aircraft engine central
 works. It specialized in constructing air-cooled en-
 gines. During the war it manufactured Argus engines.
2. Manufacture of the formerly produced small engines
 of the Mikron 4, Minor 4 and Minor 6 types (65 to 160
 HP) was resumed after the war. Engines of higher
 efficiency are, for the present, not manufactured.
 On the grounds of its production, it does not, for
 the time being, represent a key plant.
3. The plant also manufactured metal propeller castings
 which were finished by LETOV. Automobiles had already
 been produced prior to the war. The plant was one of
 the best equipped Czech aircraft engine factories.
4. The engine listed under para 6c is the Minor 6 type
 and the aircraft the A-45 (three-seater) or A-145
 (five-seater passenger aircraft).

1 Annex: Walter Plant in PRAGUE-JINONICE.

Legend to Annex:

A Walter Plant

- 1 Fitter's shop
- 2 Hardening shop
- 3 Storage of materials
- 4 Assembly shop, one shift of 450 workers

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CENTRAL INTELLIGENCE AGENCY

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- 5 Light metal foundry, one shift of about 150 workers
- 6 Brake stand for aircraft engines, three shifts of 60 workers each
- 7 Test stand for Diesel and automobile engines
- 8 Dispensary
- 9 Carpentry, about 50 workers
- 10 Chassis construction, one shift of about 60 workers, equipped with plate cutters, presses, and stamping machines
- 11 Installation shop, about 40 to 50 workers, one shift
- 12 Toolmaker's shop and machinery repair shop
- 13 Propeller manufacture (foremen PILAR and HOKR), one shift of 130 workers
- 14 Office of the propeller manufacture section
- 15 Personnel section
- 16 Factory police
- 17 Forge, one shift of about 40 workers
- 18 Boilerhouse, transformer
- 19 Electrical engineering, one shift of about 40 to 50 workers
- 20 Administrative building; 3rd, 4th and 5th floor: management; 5th floor: MFO office rooms; 6th, 7th and 8th floor: assembling of light engines
- 21 Gatehouse No. 1
- 22 Gatehouse No. 2
- 23 Water reservoirs
- 24 Apartment of the factory gardener
- 25 Factory kitchen and mess
- 26 Fitter's shop, one shift of 70 workers, foreman SHLOK
- 27 Grinding machines
- 28 Milling shop, equipped with about 50 milling machines of makes Cincinnati, CZ, MAS, and Landerer. Two shifts, the first with about 60 workers, the second with about 20 workers
- 29 Gear wheel manufacture

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CENTRAL INTELLIGENCE AGENCY

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- 30 Drilling shop, about 30 drilling machines, most of them of MAS make (Bata machine tools), some of the latest types equipped with eight drills, about ten "Hon" grinding machines for grinding cylinder bores in the engines. Two shifts with about 130 workers. Foremen: NEMECKY and ZIZKA
- 31 Checking section
- 32 Checking of small parts (headed by PASEK)
- 33 Large turret shop.
45 heavy turret lathes of Herbert make, 12 of Lanson make, eight of Wollmann make, 14 of Pittler make, one recently supplied turret lathe of MAS R 5 make (Czech production, excellent quality, a combination of the American Herbert and Lanson systems)
- 34 Lathe shop with 35 automatic lathes of Index and Skoda make, two shifts with 30 workers. Foreman: Josef NEMEC
- 35 Fitters and electrical engineers
- 36 Heavy drilling machines and Hon grinding machines (foreman NEMECKY)
- 37 Light turret shop
- 38 Lathe shop, equipped with about 60 lathes, all of them of modern types, many of them automatic, most of them of German origin (Magdeburg, Wollmann, Loewe), besides some Skoda lathes. Two shifts with 30 workers. Foreman: Frantisek LANDA
- 39 Checking section
- 40 Water reservoir
- B Square, streetcar station (No.25)
- C Mozartova
- D Jinonicka
- E Radlicka
- F Railroad line leading to MOSPVICE
- G Hutmanka

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